

# *City of Alexandria, Virginia*

---

## **MEMORANDUM**

DATE: FEBRUARY 2, 2011

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: T&ES STAFF

SUBJECT: AGENDA ITEM # 4 - STAFF UPDATES

---

**ISSUE:** Staff update to Commission on various ongoing projects

**RECOMMENDATION:** No Action is required. Information only.

### **A. BRAC-133 UPDATE**

The official opening of the BRAC-133 facility at the Mark Center is eight months away, with plans for some personnel moving into the new building as early as August 9, 2011.

Analysis of potential short and mid-term road improvements beyond those proffered with the Duke DSUP has been completed. The recommendation by the BRAC-133 Advisory Group was presented at the Council's December 14 meeting. The City Council adopted a supporting resolution authorizing pursuit of funding by the City Manager. Staff has been pursuing all possible sources for the \$17-20 million necessary to implement the improvements.

Analysis of long term improvements including HOV and HOT ramps at the Seminary/I-395 interchange continues, including both HOV and HOT ramp options, by VDOT's general engineering contractor. Staff continues to work out issues with the Department of Defense (DoD) Transportation Management Plan (TMP), and have forwarded a final Letter of Agreement for amending the TMP over time to DoD for their execution.

The DoD and City have agreed in large part on terms for entering into a cooperative agreement on a non-competitive basis with DASH to provide express transit service between the King Street Metro Station and the Mark Center. City Council has authorized expenditure of \$600,000 to rehabilitate four buses for the service. The start of service is contemplated to be August 8, 2011.

The provision of traffic control officers at key intersections in the vicinity of the Mark Center during peak periods has significant potential to alleviate traffic congestion. The City is working to get commitments from DoD to fund traffic control officers, as this is a proven effective means of preventing intersections from being blocked.

Impacts on Fire and EMS services in this part of Alexandria continue to be of major concern. Alexandria already depends on Arlington and Fairfax Counties to respond to incidents in the West End. The City continues to work towards getting funding from DoD to mitigate those impacts.

Staff continues to work with community groups to determine the best residential parking needs to prevent potential parking abuses by commuters to the BRAC-133 facility. Staff has also been working to identify types and locations for traffic calming measures within the neighborhood.

### **C. TRANSITWAY CORRIDOR FEASIBILITY STUDY**

The Transitway Corridor Feasibility Study is currently being conducted by the City of Alexandria for the purpose of investigating the feasibility of implementing dedicated corridor transit service in the city in three corridors – US 1 (Corridor A), Duke Street (Corridor B), and Van Dorn/Beauregard (Corridor C). The overall project is preliminarily anticipated to be complete by late 2011 with an accelerated schedule for Corridor C anticipated for completion by May / June 2011.

Work continues to be focused on the development of transitway concepts for Corridor C (Beauregard / Van Dorn). A High Capacity Transit Corridor Work Group meeting was held on January 20, 2011. At that time, the staff and consultant presented seven alignment alternatives for Corridor C. The alternatives are listed below.

- Alternative A: Streetcar in Mixed Flow connecting Columbia Pike
- Alternative B: Rapid Bus in Mixed Flow connecting to the Pentagon and Shirlington
- Alternative C: Rapid Bus in Mixed Flow connecting to the Pentagon and Streetcar in Mixed Flow connecting to Beauregard Town Center
- Alternative D: Bus Rapid Transit connecting to the Pentagon and Shirlington
- Alternative E: Bus Rapid Transit connecting to the Pentagon and Streetcar in Mixed Flow connecting to Beauregard Town Center
- Alternative F: Bus Rapid Transit connecting to the Pentagon and Shirlington
- Alternative G: Streetcar in Dedicated Lanes connecting to Columbia Pike

There was no action taken at the meeting. The next steps will be to use the Corridor Work Group and public comments as input toward narrowing alternatives for more detailed analysis. A preliminary preferred alternative for Corridor C is anticipated by April 2011. In the meantime, the consultant will begin analyzing existing conditions for Corridors A (North-South) and B (Duke Street) over the next month, and begin to develop preliminary transitway concepts for those corridors in March. Information on the project, and the January 20 meeting can be found at the project webpage: [www.alexandriava.gov/highcapacitytransit](http://www.alexandriava.gov/highcapacitytransit)